

(Continued from last page.)

Whether the aim has been to check the domination of Spain, to unite Europe against France, to gratify the ambition of Austria, Italy has always been the battle-field and always the victim. The conquerors divided its territory as they chose; and the petty princes were sacrificed and their domains partitioned whenever it suited the great powers to compromise their differences by a settlement. The Spanish drove out the Germans and held dominion. The French drove out the Spanish, and were in turn driven out; but surviving all, the patriotic Germans held possession to the last.

The treaty of Aix la Chapelle, which closed the great war in the beginning of the 18th century ceded Milan to Austria, and so it remained undisputed until a war of the French revolution.

Austria and Sardinia united to put down the French revolution; and Gen. Masséna was sent with an army to teach Sardinia the alliance, by the order of a portion of the conquerors to be made from Austria in Italy. He was more successful than he dreamed or than the Directory who had sent him contemplated; and instead of defeating his diplomacy he dictated his own terms of peace.

In fifteen days, after crossing the Alps he won six victories, forced Sardinia to sue for peace, and to surrender all her territories, and drove back Austria into the Milanese. He defeated three Austrian Generals in succession, and then concluded peace by giving Venetie and Mantua to Austria, and organizing the rest of Northern Italy in the Cisalpine Republic.

The next European combination, which united Russia with Austria and England against Napoleon, sent a Russian Army under Suvarow, who gained a decisive battle over the French, in a three days' fight, in June 1799 — at Trebia, the scene of Hannibal's victory many centuries before.

Again Napoleon staked his personal fortunes and those of his Nation, at Marengo, and lost the battle there at noon, and won it again before night. The Austrian General Mirella, had withdrawn to write his victorious description to Vienna while the French were in retreat, and found himself routed and his army destroyed, by one of those combinations of military genius to which Napoleon, when in extremity, was able to resort. Napoleon accepted the Iron Crown of Lombardy, and added it to France. He made Piedmont and Genoa, and finally Rome itself, a component part of the Empire. He did what Charlemagne had done, what Francis the First had aimed to do, and what their successors struggled for through centuries — won Italy and made it a France, instead of a German, Independence.

The Treaty of Vienna assured Lombardy to Austria, wrested the Italian provinces from France, and created the Kingdom of Sardinia, as a bulwark for Italy against French invasion.

In 1820, in 1830, and in 1848, Sardinia attempted to lead Italy against Austria, in the hope of aid from France — a fallacious trust, expiated in the blood of hundreds of Italian patriots.

In writing his History of the Napoleonic period in Italy, Botta, a Republican and a patriot, who had studied our revolution, as he had a story of the ancient Republics, a cold, just contemplative and prophetic man, concluded his narrative, and enforced it through, with this admonition: "That English and French, Americans and Russians were equally the sworn enemies of unfortunate Italy — That there is no deception, no treachery, no ruse, she has not reason to expect from all these powers; and that to rely upon foreign aid for her emancipation could lead to no better result than a change of masters."

A melancholy lesson, but a true one! — *Albion Atlas and Almanac.*

THE SOVEREIGNS OF EUROPE — Queen Victoria was born in 1819, and was 40 years old the 24th of this month; she has been on the throne 24 years — Alexander II., of Russia, was born in 1818, and has been Emperor five years — Louis Napoleon was born in 1808, is aged 51, and has been Emperor since Dec. 2, 1852. He was elected President in 1849. Francis Joseph, of Austria, was born in 1830, and has been Emperor since 1848. Victor Emmanuel, of Sardinia, was born in 1820, and ascended the throne in 1849. Frederick William IV., of Prussia, is 64 years old, became King in 1840, is now insane, and the Kingdom is under a Regency. Isabella II., of Spain, was born in 1830, and has been Queen since 1833. Pedro V., of Portugal, was born in 1837, and became King in 1853. George Prince of Lippe Schaumburg, is the oldest sovereign in Europe, being born in 1784, and dating his accession from 1757.

SUPREME COURT — George Stark *v. other vs. Elisha Smith and others*, to Macomb Circuit.

Opinion by MAKING J. The action was brought by the husband against persons who had taken the household furniture and other property of the wife from the house occupied by him, by her direction.

Held that the authority of the wife was a complete defense to defendants for the removing of the property. — Under the act of 1835, (passed before the act in question, and before the marriage of the parties,) the married woman has the same power in all respects over her property that she had while unmarried. And the Circuit Judge was right in permitting defendants to prove her verbal request to them to remove the property. Judgment affirmed.

RHINEBURN WINE — The N. Y. Tribune is teaching the world how to make Rhineburn Wine — not the medical compound of that name, but the fermented juice of the plant, which makes a wine as fine as pale sherry, and difficult to tell from vintage. It is made in the same way as currant, gooseberry wine. The plant will yield at the rate of 2,500 gallons the acre. A fabulous amount, which leaves the cost of the wine little more than that of the sugar used in fabrication.

ROMANCE OF REAL LIFE.

FIRST STEAMBOAT IN THE WEST.

Circumstances gave me the opportunity of becoming acquainted with the particulars of the very first voyage of a steamer in the "West." The complete success attending the experiments in steam navigation made on the Hudson and adjoining waters, previous to the year 1809, turned the attention of the principal projectors to the idea of its application on the western rivers; and in the month of April of that year, Mr. Roosevelt, of New York, pursuant to an arrangement with Chancellors Livingston and Mr. Fulton, visited those rivers, with the purpose of forming an opinion whether they admitted of steam navigation or not. At this time two boats, the North River and the Clermont, were running on the Hudson. Mr. R. surveyed the rivers from Pittsburgh to New Orleans, and as his report was favorable, it was decided to build a boat in the former town.

This was done, under his directions, and in the course of 1811, the first boat was launched on the waters of the Ohio. She was called the "New Orleans," and intended to ply between Natchez, in the State of Mississippi and the city whose name it bore. In October she left Pittsburgh for her experimental voyage. On this occasion no freight or passengers were taken, the object being merely to bring the boat directly to her station. Mr. F. his young wife and family, Mr. Baker, the engineer, Andrew Jack, the pilot, and six hands, with a few domestics, formed the whole burden. There were no wood-yards at that time, and constant delays were unavoidable. — When, as related, Mr. R. had gone down the river to reconnoitre, he had discovered two beds of coal, about 120 miles below the rapids at Louisville, and now took tools to work them, intending to load the vessel with coal, and to employ it as fuel, instead of constantly detaining the boat while wood was procured from the banks.

Late at night on the day after quitting Pittsburgh, they arrived in safety at Louisville, having been but seventy hours descending upwards of seven hundred miles. The novel appearance of the vessel, and the fearful rapidity with which she made her passage over the broad reaches of the river, excited a mixture of terror and surprise among many of the settlers on the banks, whose the success of such an invention had never reached; and it is related that on the sudden arrival of the boat before Louisville in the course of a fine, still, moonlight night, the extraordinary sound which filled the air as the punt-up steam was permitted to escape from the valves on coming to, produced a general alarm, and multitudes rose from their beds to ascertain the cause.

I have heard that the general impression among the good Kentuckians was that the comet had fallen into the Ohio; but this does not rest upon the same foundation as the other facts which I lay before you, and which I may at once say, I had directly from the parties themselves. The small depth of water in the rapids prevented the boat from pursuing her voyage immediately, and during the consequent detention of three weeks in the upper Ohio, several trips were successfully made between Louisville and Cincinnati. In fine, the waters rose, and in the last week in November, the voyage was resumed, the depth of water barely admitting their passage.

When they arrived about five miles above the Yellow Banks, they moored the boat opposite the first vein of coal, which was on the Indiana side, and had been purchased in the interior of the State government. They found a large quantity already quarried to their hand, and conveyed to the shore by depredators who had not found means to carry it off, and with this they commenced loading the boat. While thus engaged, our voyagers were accosted in great alarm by the squatters of the neighborhood, who inquired if they had not heard strange noises on the river and in the woods in the course of the preceding day, and if we did not perceive the shores shaking — insisting that they had repeatedly felt the earth tremble.

Nothing extraordinary had been perceived. The weather was observed to be oppressively hot; the air misty, still and dull; and though the sun was visible, like a glowing ball of copper, his rays hardly shed more than a mournful twilight on the surface of the water. Evening drew nigh, and with it some indications of what was passing around them became evident. And as they sat on the deck, they ever and anon heard a rushing sound and violent splash, and saw large portions of the shore tearing away from the land and falling into the river. It was, as my informant said, an awful day; so still that you could have heard a pin drop on the deck. The comet had disappeared at this time which circumstances was noticed with awe by the crew.

The second day after leaving the Yellow Banks, the sun rose over the forests the same dim ball of fire, and the air was dull, hot and oppressive, as before. The portentous signs of this terrible natural convolution continued and increased. The pilot, alarmed and confounded, averred that he was lost, and he found the channel everywhere altered, and where he had hitherto found deep water, there lay numberless trees with their roots upward. The trees were seen waving and nodding on the bank, without a wind; but the adventurers had no choice but to continue their route. Toward evening they found themselves at a loss for a place of shelter. They had usually sought to under the shore, but everywhere they saw the high banks disappearing, overwhelming many a flat boat edded and made their fortunate escape.

A large island, in mid-channel, which was selected by the pilot as a better alternative, was sought for in vain, having disappeared entirely. Thus in doubt and terror, they proceeded hour after hour till dark, when they found a small island and rounded to, mooring themselves to the foot of it. Here they lay keeping watch on deck during the long autumnal night, listening to the sound of the waters which roared and gurgled so horribly around them, and hearing from time to time the rushing earth slide from the

shore, and the commotion as the falling mass of earth and trees was swallowed up by the river.

The lady of the party, a delicate female, was frequently awakened from her restless slumbers by the jar given to the furniture and loose articles in the cabin, as several times in the course of the night the shock of the passing earthquake was communicated from the island to the bow of the vessel. It was a long night, but morning dawned and showed them that they were near the mouth of the Ohio. The shores and the channel were now equally unrecognizable, for everything seemed changed. About noon that day they reached the small town of New Madrid, on the right bank of the Mississippi. Here they found the inhabitants in the greatest distress and consternation part of the population had fled in terror to the higher grounds, and others praying to be taken on board, as the earth was opening in fissures on every side, and their houses hourly falling around them.

Proceeding from thence, they found the Mississippi, at all times a turbulent stream, now unusually swollen, turbid and full of trees; and after many days of great danger, though they felt and perceived no more of the earthquake, they reached their destination at Natchez at the close of the first week in January, 1812, to the great astonishment of all, the escape of the boat having been considered an impossibility.

At that time you doled for three or four hundred miles on the river without seeing a human habitation.

Such was the voyage of the first steamer.

The natural convulsion, which commenced at the time of her descent, has been but slightly alluded to, but will remain forgotten in the history of the West; and the changes wrought by it throughout the whole alluvial region through which the Ohio and Mississippi pour their waters, were perhaps as remarkable as any on record. We hear less of its effects, because the region in which it occurred was of such vast extent and so thinly populated. That part of the alluvial country which is contiguous to a point of junction of the two rivers, and especially the vicinity of New Madrid, seems to have been the centre of the convulsion. There, during the years 1811 and 1812, the earth broke into innumerable fissures; the church yard with its dead was turned from the bank and engulfed in the turbulent stream. To the present day it would appear that several slight shocks of earthquakes are there felt; and it is asserted that in the vast swamp at the back of the town, strange sounds may at times be heard, as of some mighty cauldron bubbling in the bowels of the earth. Along the banks of the river, thousands of acres with their gigantic growth of forest and cane were swallowed up, and lakes and ponds immemorially were formed.

The earth, in many parts, was observed to burst suddenly open, and jets of mud, sand and water to shoot up into the air. The beds of these giant streams seemed totally overturned; islands disappeared, and in many parts the course of the river was entirely changed. Great inundations were the consequence. The clear waters of the St. Francis were obstructed, the ancient channel destroyed, and the river spread over a vast amount of swamp. In many places the gaping earth unfolded its secrets, and the bones of the gigantic mastodon and ichthyosaurus, hidden within its bosom for ages, were brought to the surface. Boats andarks without number were swallowed up, some buried by the falling in of the banks and others dragged down with the islands to which they were anchored. And, finally, you still meet and converse with those who were on the mighty river of the West, when the whole stream ran towards its source for a whole hour, and then resuming its ordinary course, hurried them helplessly into its whirling surface with accelerated motion towards the gulf.

When they arrived about five miles above the Yellow Banks, they moored the boat opposite the first vein of coal, which was on the Indiana side, and had been purchased in the interior of the State government. They found a large quantity already quarried to their hand, and conveyed to the shore by depredators who had not found means to carry it off, and with this they commenced loading the boat.

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